

| Table 12 | | | | |
|--|-----------------|-----------|----------------|--------------|
| Travel Model Input Variables | | | | |
| TRIP PERCENTAGES BY PURPOSE | | YEAR | PERSON/DU | PERSONS/VEH |
| Internal of Total 85% | | | | |
| HBW | 25% | 1992 | 2.65 | 1.53 |
| OHB | 53% | | | |
| NHB | 22% | 2020 | 2.43 | 1.38 |
| | | | | |
| COMPOSITE | 1990 PERSON/VEH | USAGE | 2020 PERSON/DU | |
| = | ----- | X | X | ----- |
| FACTOR | 2020 PERSON/VEH | FACTOR | 1990 PERSON/DU | |
| | | | | |
| INCREASE FOR | AVERAGE 1992 | COMPOSITE | AVERAGE 1992 | |
| DESIGN YEAR | = | X | - | |
| GENERATION RATES | TRIP RATE | FACTOR | TRIP RATE | |
| | | | | |
| COMPOSITE FACTOR | 1.53 | 2.43 | | |
| = | ----- | X 0.98 | X | ----- = .996 |
| | 1.38 | | 2.65 | Use 1.00 |
| | | | | |
| INCREASE FOR 2020 GENERATION RATES = 0 (7.5 x 1) - 7.5 = 0 | | | | |
| Since the increase is zero, all design year generation rates are the same as the base year generation rates. | | | | |

Secondary NHB Trip Development

$$\text{Secondary NHB Trips} = \frac{\text{Total Ext-Int Trips} - \text{Ext-Int Trips Garaged Inside Planning Area}}{\text{Trips}} \times 0.40^*$$

$$1992 \text{ Secondary Trips} = (21,723 - 2,133) \times 0.4 = 7,836$$

$$2020 \text{ Secondary Trips} = (34,598 - 2,968) \times 0.4 = 12,652$$

The breakdown of internal trips by purpose and total of non-home based trips generated externally are shown in Table 10.

* Assumed NHB trip making rate per each one-way external -internal trip by vehicles garaged outside the planning area.